

Frank Willis

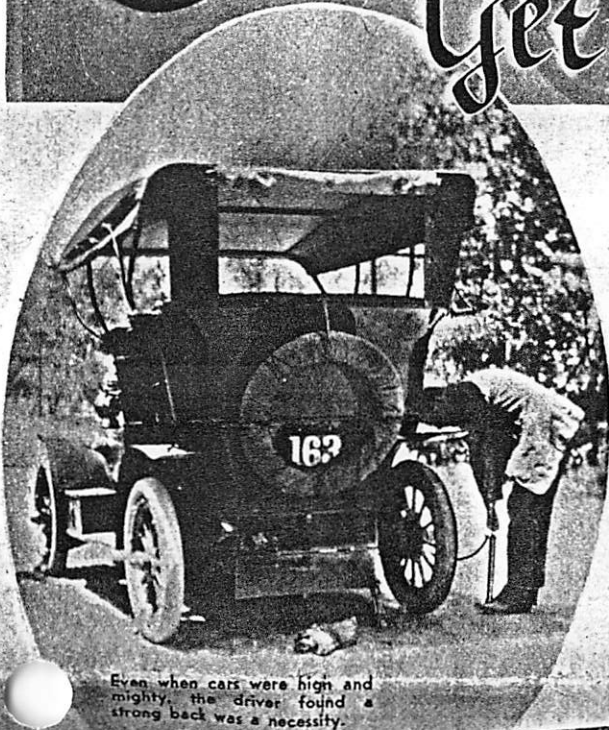
Group of Northwestern Colorado cattlemen at Lakeside Amusement Park, Denver. From left, Hi Bernard, Frank Temple, Charley Ayer, "Doc" Chivington, Theodore Tucker.



Wagon wheels and driving stick characterized early model at left. Then, as now, when the car stopped, the only answer was to get out and get under.



"Get a Horse" ... but they didn't



Even when cars were high and mighty, the driver found a strong back was a necessity.

THE HORSELESS carriage was the potential phenomenon of the Gay Nineties. Its approach pushed the old, long-horned talking machine out of popular scientific vision.

In those good old days, motoring was like braking on a freight train or firing a switch engine. They built them high to keep off the high centers on the roadways. There were more high centers then than there are service stations now.

Tire trouble meant you were on your own. You mended and then you pumped. You did it again at the next enforced stop. Motoring in its infancy carried a general conspiracy against speed and mileage. Trips in the country did not threaten the economic position of Old Dobbin for years after.

Lafayette Hanchett is one of the few living who owned one of the first automobiles in the state. He recalls a trip

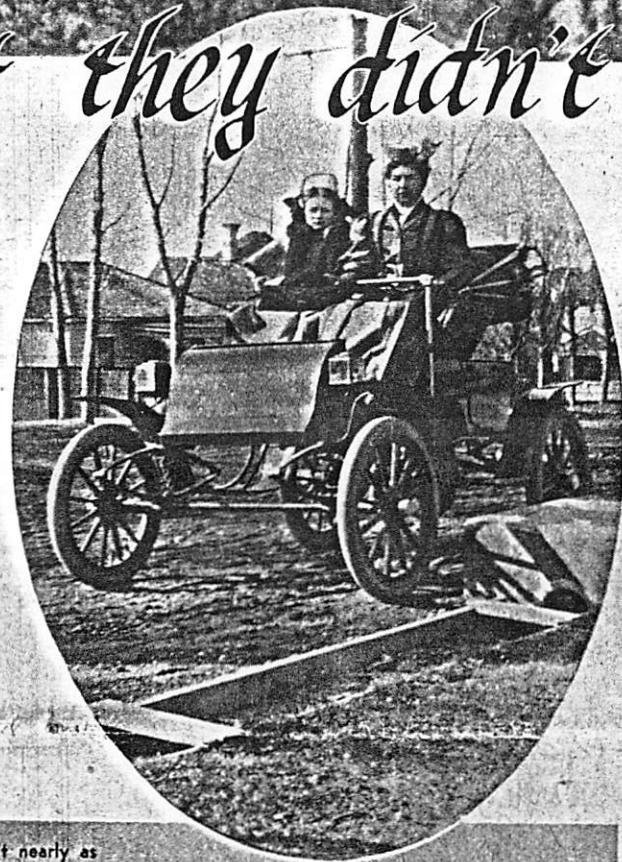
which took four days to Carson City; five days from San Francisco to San Diego.

The old Waverly Electric could do 12 miles an hour on the level. Invitations to motor implied a promise to help push, if necessary. Like Ed Wynn, many prospects said:

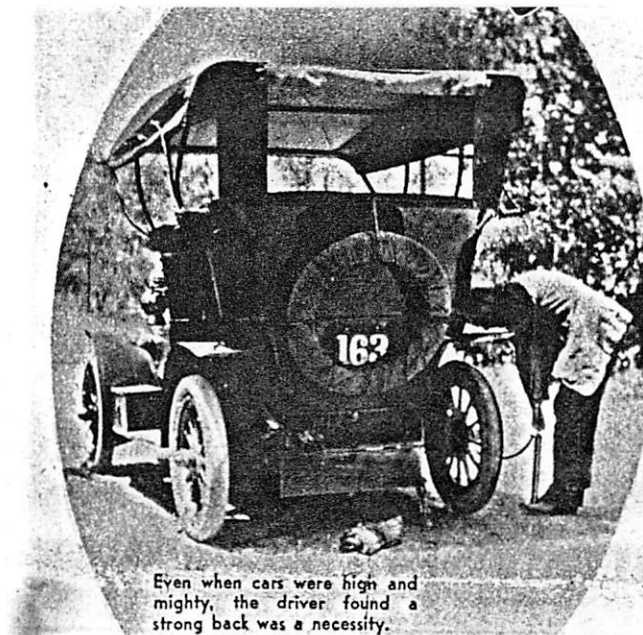
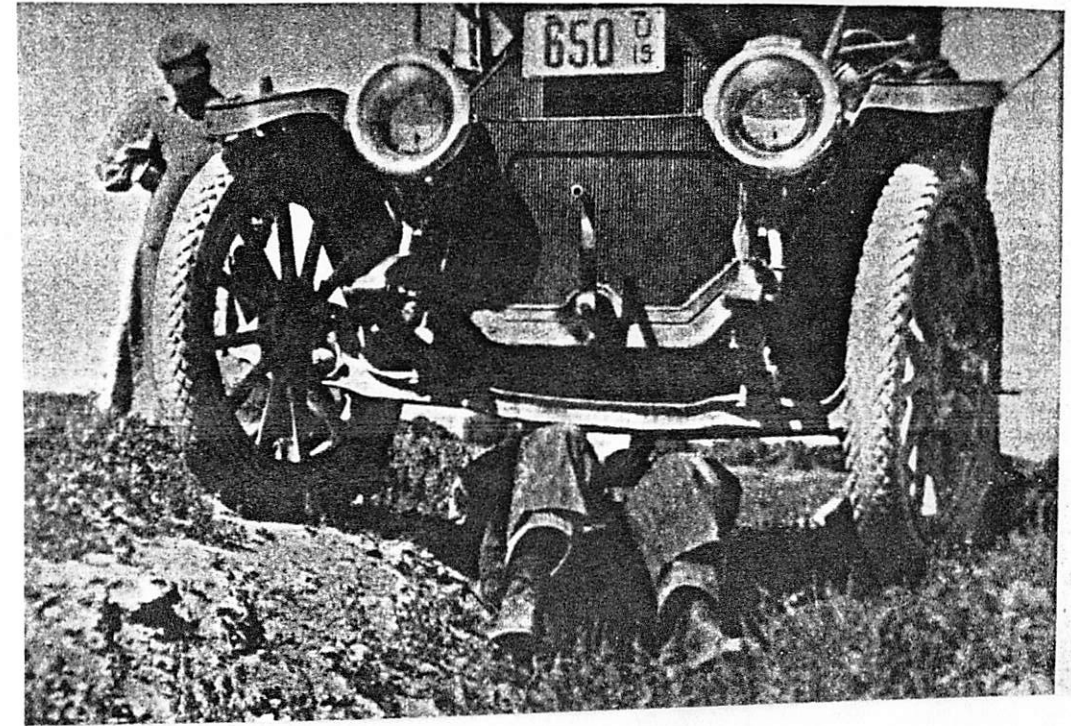
"I'll stick to my horse."

In the good old days of the first automobiles, they dressed for emergencies, real and fancied. Linen dusters, goggles and caps, separate or in combination, were essential for the man at the wheel. In those open air models the women and girls held onto their hats. Veils, over hats and tied under dimpled chins, marked progress. Hobble skirts went out when automobiles came in.

"Clang, clang, went the trolley," and the people in general went with it. With that kind of transportation, only the company worried.



If life was more leisurely 40 years ago, it wasn't nearly as casual. An outing in the car called for frantic preparations and detailed planning. When Jake Moritz took some friends out for a ride in 1906, at the left, it's obvious that it was no spur of the moment idea. Lafayette Hanchett's Waverly



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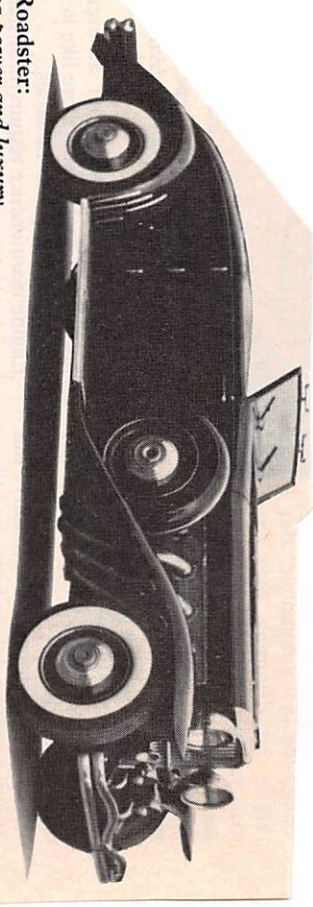
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Pierce Arrow



Duesenberg Roadster:
Depression-era power and luxury

Duesenbergs, like this Murphy convertible, were the hallmark of luxury and reached speeds up to 100 mph

